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The peace commission reached Salt Lake City on June 7, 1858. It had a proclamation of pardon from President Buchanan which declared the Utah leaders to be in a state of "rebellion" and "treason," but stated that the federal government would grant a pardon to all who were willing to accept the authority of the United States.

Brigham Young definitely maintained that none of the people were guilty of treason or rebellion, but stated that they would accept the pardon. Shortly thereafter it was agreed that General Johnston might bring his army into Utah if he would establish camp at least forty miles from Salt Lake City. Thereupon, on June 26, 1858, the army passed through the capital city, and a few days later a permanent camp was established in Cedar Valley. This was named Camp Floyd after the Secretary of War.

Federal troops were retained at Camp Floyd until after the outbreak of the Civil War in 1861. However, following the secession of the Southern States, General Albert Sidney Johnston returned to his native land, the South, and served as a Confederate general in the rebellion against the Union. He was killed in battle during the course of the war.

Thus an unfortunate chapter in Utah history was brought to a close. If the purpose of sending the army

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MIRROR LAKE, ONE OF THE GRANDDADDY LAKES IN UINTAH MOUNTAINS

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Mirror Lake, One of the Granddaddy Lakes in Uintah Mountains

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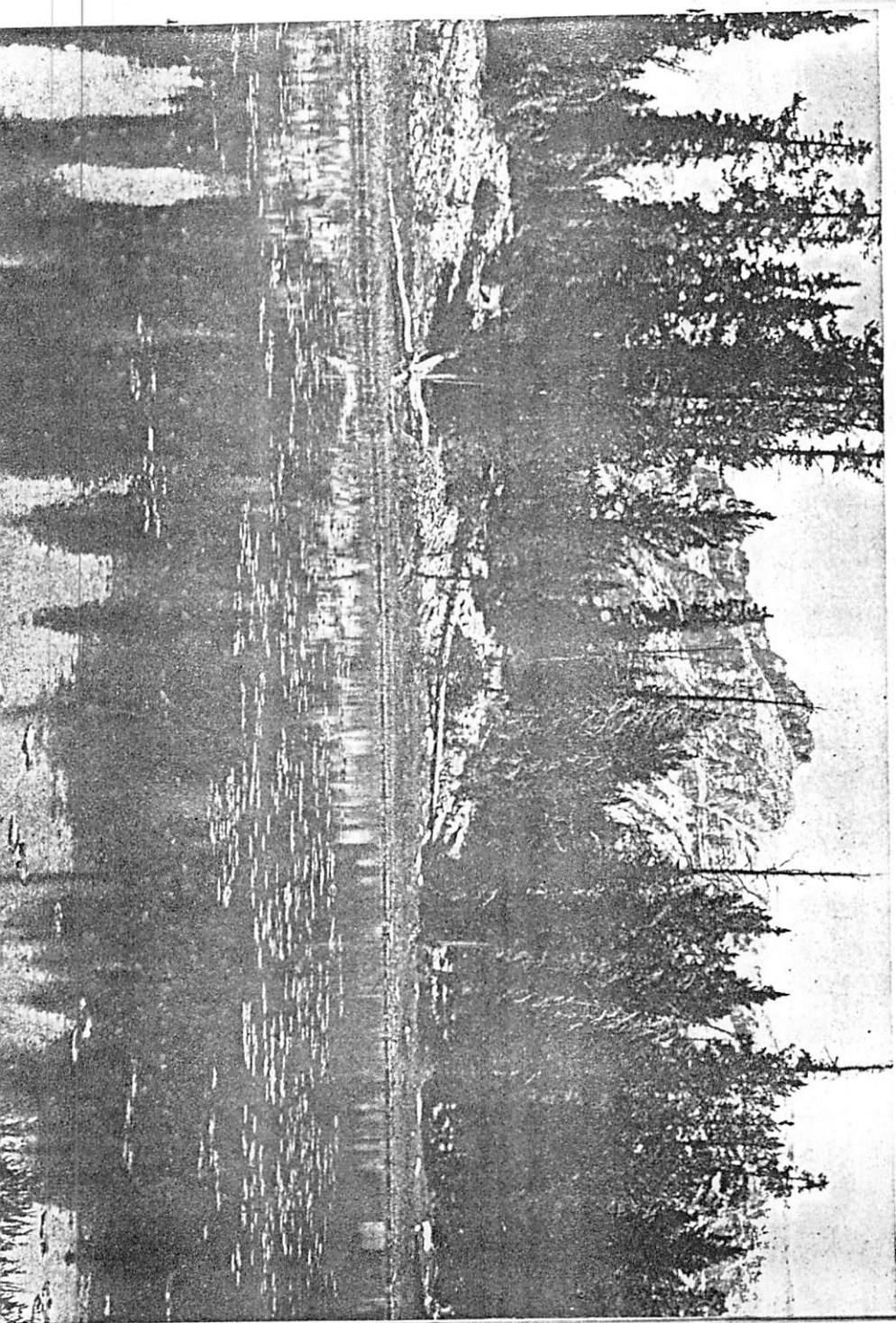
ENVIRONMENT

Utah seeking federal grant to battle decline of Mirror Lake Scenic Byway

Road is so overused it's becoming an ecological disaster, official says.

By Karl Cates 3 May 1995
Deseret News staff writer

KAMAS, Summit County — Almost a decade after the state began promoting 27 paved "scenic byways," the once fiercely advertised program has faded from public attention, though improvements to the system continue.

The Utah Department of Transportation and the Utah Travel Council this year will try to win a $600,000 to $700,000 federal grant to stem growing environmental degradation along the Mirror Lake Scenic Byway, a 65-mile mountainous route that follows U-150 from Kamas to the Wyoming border.

"It's almost become an ecological disaster, it's so overused," said Margaret Godfrey, special projects coordinator for the travel council, a state agency that operates under the auspices of the Department of Community and Economic Development.

The money would help pay for restoration of numerous turnarounds that have become well-trammeled mudholes. It would probably also fund trailhead development and sign improvements on the picturesque road, which is closed in winter and climbs to 10,687 feet at Bald Mountain Pass on its journey over the Uinta Mountains, the only east-west range in the country.

The state is dusting off the scenic byways program largely because time has taken its toll.

"Signs get shot at, vandalism happens . . . weather does its damage," said Godfrey.

Utah's official "scenic backways," a companion 59-route system of unpaved roads, are also garnering attention, according to Jim Naegle, a UDOT traffic engineer who said local governments are being asked to do a better job of maintaining them.

"I tried to take Skyline Drive (a scenic backway in Utah, Sanpete and Sevier counties) down to I-70 and I got lost," said Naegle, who said many of the state's backways lack adequate signs. "You come to a junction in the outback and you need to have confidence the road you're taking is the right one."

Byway and backway promotions that began in the late 1980s have tapered off in recent years as funding has dried up, said Godfrey.

A glossy, 48-page guide to the systems that sold for $4 is no longer in print because of poor demand, she said, although the council still gets requests for it. The state, however, continues to give away a free brochure highlighting some of the routes. All of them also appear every year on UDOT's widely distributed state highway map.

System improvements during the 1990s have been limited to those paid for by the federal government, which contributed an average of about $600,000 from 1991-93 to upgrades of three byways: U.S. 191 from Manila to Vernal, in Daggett and Uintah counties; through Eccles Canyon, U-264 in Sanpete and Carbon counties; and along U-12 across much of Garfield County.

From 1992-95, UDOT has won almost $2.3 million in Federal Highway Administration grants for scenic-byway improvements, which are doled out annually to one project at a time. This year the recipient was the Logan Canyon Scenic Byway, a crooked road otherwise known as U.S. 189 from Lo-

Please see **BYWAY** *on B2*

BYWAY

Continued from B1

gan through Garden City, Rich County. That money is going mostly for signs and rest stops.

Spence Kinard, assistant director of the travel council, said the byways and backways program was kicked off in 1986 with hopes it would bring tourism dollars into some of Utah's less-visited quarters. He said the state's recent push to develop "destination-oriented" tourism runs counter in some respects to "scenic, through-the-windshield tourism."

But he added that the two aren't incompatible.

"We think we can get people to come here, light someplace and then use these routes for excursions."

Do scenic byways threaten the environment? Share your views through Community, Nation, World Forum.

CROSSROADS